

HONGKONG JOTTINGS.

Hongkong has been threatened during the past week by one of the many wandering typhoons which cause anxiety about this time of the year, to all whose business brings them in any way in connection with the sea—not to mention architects and engineers. But beyond the appearance of black emblems on the Tamar and a certain amount of delay to steamers, nothing has come of it. Everyone in consequence is much relieved, for no one cares to see much of what Joseph Conrad in his recent book *Typhoon* calls "the real thing," "something formidably and swift, like the sudden smothering of a vital of wrath." (*Typhoon*, by the way, is well worth reading and should interest those who have sailed in the China Seas.) We may congratulate ourselves that last week the cycl thing kindly kept away. The storm centre appears to have passed away to the west of the Colony and to have turned in the direction of Hainan.

The tramway is at last beginning to make itself seen in the centre of the city, and the blocking up of the road round the south-western corner of the Cricket Ground has called the attention even of those who travel least apt to the fact that the revolution in Hongkong's traffic is steadily approaching. Already the north entrance of the Bank is, so to speak, in a state of siege, and we shall begin to imagine to ourselves how the streets will appear with tram-cars running up and down them. We need not look forward to the disappearance of the ricksha-puller, that bugbear of residents afflicted with nerves; but his powers of lung and speed will not be so much in evidence as they are now. Few probably will regret this, for he has not many friends except the unwashed coolie whom he loves to give a ride in his ricksha between his cleaner and more lucrative fares.

Although the fabric of the new Law Courts does not show up for much, it is some satisfaction to note that building operations are now going on, if not at a great pace yet still sensibly progressing. I hear that Sir Henry Blake will lay the foundation stone on Thursday, the 12th prox. This will, I imagine, be the last function of a public nature that His Excellency will take part in before his departure for Ceylon.

Good progress is being made with the line wide road in course of construction across the King's Park, Kowloon, starting from the Praya at Hung Hom and leading to Yau Ma Tei. Anyone who has observed the scores of people who hourly use this short cut between the two villages will appreciate the need that has existed for a good road. Let this note may tempt many to go and "look see," let me whisper that it is not advisable to approach by the Hung Hom end, where there is an urgent call for the activities of the sanitary officials.

There was a rumour current lately to the effect that the military authorities were weary of their bargain in the Mount Austin Barracks and desired to be rid of it at a good price. But I think this was only a rumour and doubtless originated in the necessity laid upon the War Department of spending a very substantial sum on repairs. I note that scaffolding is up and a large section of the roof is receiving attention. It is said that something like £20,000 is to be laid out upon this property. The building is a large one, and repairs at the Peak must necessarily always be costly owing to the damp.

The typhoon-like blow of the last few days having wondrously interrupted the spell of gloriously fine weather we have recently been enjoying, a short note on a rainy subject will not seem so much out of place now as it would have done a week ago. I notice in a Straits paper a letter from a correspondent who pours the vials of his wrath upon the heads of the owners of the rickshas at Penang who furnish their vehicles with a cheap and unsatisfactory substitute for waterproof aprons. We are no better off in this respect in Hongkong. The ricksha "waterproof apron" is a delusion and a snare, and in a shower of rain is of little more use than a piece of calico. The Penang sufferer invokes the aid of the Superintendent of Jirikshas. Perhaps some pushful vendor of genuine waterproof material might accomplish better results for the public.

The Blake Pier is becoming a somewhat popular place of resort in the evenings for the daily toilers of this city, who, after the day's work is over, repair thither for a life-renewing mouthful of ozone. In view of this fact the remark of a lady who was waiting for a launch last evening on that wharf is very pertinent: "Why don't they have seats here?" she said, and many bystanders were ready to echo. "Why, oh! why?" Timber is cheap, and a few well-made benches, while costing but little, would add considerably to the comfort of the many who daily have cause to visit the wharf, many of whom have to wait for considerable periods for the advent of launches to take them off to steamers, or the arrival of friends from the same.

In this connection there is an excellent chance for the authorities to add to the revenue, by farming out the seating at a yearly sum, the farmer having the right to place a number of seats on the wharf and charge a small rental for same for use per hour, under a necessary stipulation that the seats shall be limited to a certain number, so as not to block the traffic for arriving and departing passengers. This has been done with great success in Manila and other cities in the East, and has proved a considerable boon and would undoubtedly do so here. A charge of even two cents per seat per evening would bring in a good return, and at the same time would be prohibitive, as far as the objectionable and

undesirable are concerned. And this done, why not a band? The landing stages are well in towards the shore end of the wharf, so that there can be no reasonable objection to the presence of a band at the outer end of the wharf, on one or two evenings a week. The pleasure to the many would be great, while any objections raised could scarcely be reasonable.

The benediction nuisance is one of the most serious problems that confront the seaports of the Far East, and no place suffers from this class of undesirable more than Hongkong does. Periodically every other part in these parts seems to arouse itself and shake from its shoulders the incubus that it feels to be settling thereon, but not so Hongkong. Hongkong indeed is a sort of dumping-ground for the refuse of all other places. We have no remittance men like Australia or Japan. Our parasitical population lives solely on the labours of the honest workers. In a large international seaport like ours it is of course impossible to avoid having a certain number of unfortunates who find themselves "on the beach," through no fault of their own, perhaps; but the authorities should prevent the unlimited immigration of deported scamps from other towns who lounge around the hotels seeking whom they may devour and constituting a menace to the public well-being, as well as greatly lowering European prestige in the eyes of the Chinese.

BANYAN.

SIR HECTOR MACDONALD.

A COLOMBE VINDICATION.

The following has been sent to a homo paper:—

Government Buildings, Colombo,
20th June, 1903.

In reference to the grave charges made against the late Sir Hector Macdonald, the appointed and undersigned Commissioners, individually and collectively declare on oath that after the most careful, minute, and exhaustive inquiry and investigation of the whole circumstances and facts connected with the sudden and unexpected death of the late Sir Hector Macdonald, unanimously and unmistakably find absolutely no reason or crime whatsoever which would create feelings such as would determine suicide, in preference to conviction of any crime affecting the moral and irreproachable character of so brave, so fearless, so glorious and unparalleled a hero; and we firmly believe the cause which gave rise to the inhuman and cruel suggestions of crime were prompted through vulgar feelings of spite and jealousy in his rising to such a high rank of distinction in the British Army; and while we have taken the most reliable and trustworthy evidence from every accessible and conceivable source, have without hesitation come to the conclusion that there is not visible the slightest particle of truth in foundation of any crime. While honourably acquitting the late Sir Hector Macdonald of any charge whatever, we cannot but deplore the sad circumstances of the case that have fallen so disastrously on one whom we have found innocent of any crime attributed to him. (Signed) Angus Macdonald, Dr. Matthew Wilson, Dr. D. Maccaughton, James Brodie, Gerald Hawthorne Arthur Lang.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share list, dated Hongkong, 24th October:—

No change for the better. Most stocks are on offer, and what business takes place is purely of an investing kind; the sterling exchange for demand on London is 1s. 10½d. and the Shanghai rates are 1s. 7½d. for a T/T and 1s. 7½d. for a three days' sight Private Paper.

BANKS.—Hongkong and Shanghai are on offer at 392½; the London rate has declined to 285.

MARINE INSURANCES.—Unions sold at 492½; China Traders have declined to 361½ sellers; and Cantons are steady at 317½ ex the dividend of 815 paid on the 22nd instant.

FIRE INSURANCES.—Quiet at quotations.

SHIPPING SHARES.—A small investment business has taken place in Canton and Macao from 331½ down to 331½, at which rate there are further sellers; Indos have declined to 381 sellers locally, whilst the latest quotation from the North is 1s. 57 sales. Shell Transporters have weakened to 18s. sellers.

REFINERIES.—China Sugars are on offer at 397½.

MINING SHARES.—Lunjongs ordinary have declined to 15.50, and Raubs are procurable at 38.

DOCKS, WHARVES AND GODOWNS.—Whampoa Docks can be placed at 201½; Kowloon Wharves are offering at 38½ after small sales at 38; New Amoy Docks sold at 338, and Farabans, which were dealt in at rising rates from 112½ to 113, are easier again at 117½ in the North according to latest telegraphic information from Shanghai.

LANDS, HOTELS, AND BUILDINGS.—Land Investments are easier again with sellers at 115½. West Points are procurable at 352½; Hongkong Hotels have dropped to 147½ sellers; and Humphreys' Estates are in the market at 110½.

MISCELLANEOUS.—Comments have buyers at 32½; Old Electric sold at 112½. Unsatisfactory demands have raised the price for Daily Star to 113½ buyers; United Asiatic Petroleum shares have sellers at 290.

MACNIVEN & CAMERON'S "J" PENS are by special device in manufacture the smoothest and most calligraphic pens to be obtained anywhere. Black, Blue, Green, and Gold. In 6d. and 1s. boxes, at all Stationers. Waverley Works, Edinburgh. [2945]

LATE TELEGRAMS.

[VIA AUSTRALIA.]

THE BALKANS.

London, 27th September.

Russia, in the course of a Note to Bulgaria, recognises Turkey as the paramount Power in the Balkans, and as such entitled to suppress rebellion in her territory as she thinks best. The Note has caused great excitement at Sofia.

Sir Henry Drummond Wolff, who was formerly Ambassador at Madrid, and who has had diplomatic experience in Bulgaria, Romania, and Turkey, in a letter to the *Times* says that the aims of Austria and Russia are to secure a paramount influence in Macedonia, on the basis of Austria seizing Salonika, and annexing to Bulgaria the strip of coast from Salonika to Kavala Bay, which would become Russia's place of arms, enabling her to threaten the Eastern Mediterranean and the Suez Canal.

London, 28th September.

Reuter's agency reports that the rumours of a Bulgarian ultimatum to the Sublime Porte and the actual mobilisation of the Sofia Regiment of Engineers, have caused the situation in the Balkans to become worse. Preparations have been completed at Sofia to forestall any sudden movement by the Turks.

Information which has been received at the Bulgarian War Office forebodes an intended dash by Turkish mounted troops towards the Shipka Pass. Turkey's troops on the frontier are ten times in number those of Bulgaria.

A document which has been purloined from the archives of Hilmi Pasha, the Inspector-General of Macedonia, shows that 93 Christian villages have been destroyed in the Monastir district, and 109 in the Ohrid vilayets of Macedonia.

London, 29th September.

The Monastir correspondent of the *Daily Mail* states that Turkey, with wonderful skill, suggesting that she has the aid of Western military officers, has drawn an iron cordon of 300,000 troops along the Bulgarian frontier, the distribution being as follows:—170,000 troops in the Salonika vilayet, 50,000 troops in the Monastir vilayet, 70,000 men with 300 guns in the Adrianople vilayet, and 10,000 men in the Kostovo vilayet.

Bakhtiar Pasha, the Governor of Krashevo, who was concerned with Adam Aga, the commander of the Bashi Bazouks in the bombardment, without warning, of Krashevo, and the subsequent massacres, has been decorated by the Sultan, and transferred to Kastoria.

CAPITAL AND LABOUR IN THE U.S.

London, 26th September.

Mr. G. W. Smalley, the New York correspondent of the *Times*, says that Samuel Parks, the walking delegate who was convicted of blackmailing, and who was subsequently released on the report of the Judge who tried the case, has secured control of the convention of Bridge and Structural Ironworkers of Kansas. He has thus the New York building trade by the throat. The employers, Mr. Smalley adds, expect a year's practical suspension of building enterprises. Parks threatens to tie up the great East River Bridge works.

London, 28th September.

Because the Northern Pacific Railroad Company refused to submit to a demand by black-mailers for £10,000, a gang of dynamiters has made four attempts to do damage by causing explosions on the railway in the State of Montana.

Investors in the American Steel Trust who have been ruined by the fall in the value of stocks are threatening to take the life of Mr. Pierpont Morgan, one of the principal men controlling the operations of the trust.

NEW BRITISH CRUISERS.

London, 23rd September.

The Admiralty has ordered three cruisers of the type of the *Duke of Edinburgh*. One is to be built by W. Beardmore and Co., Limited, Govan, Glasgow, another by Vickers, Sons, and Maxon, at Barrow-in-Furness, and the third by Sir William Armstrong, Whitworth, and Co., Newcastle-on-Tyne.

MR. CHAMBERLAIN'S PROPOSALS

London, 23rd September.

A conference of representatives of members of co-operative societies and trades unionists of Wales, Monmouthshire, and Cardiff, representing a membership of 137,779 persons, has passed resolutions that Mr. Chamberlain's proposals for preferential trade, if carried into effect, will be a burden to the workers, will hamper industry, create capitalist monopolies, and cause international and colonial discord.

A conference of the Federation of Trades Councils of the South and East of England, held at Oxford on Saturday, passed a resolution that any departure from the policy of free trade would be detrimental to the best interests of the workers.

The Trades Union Congress of the Dominion of Canada, sitting at Brockville, Ontario, has agreed to a resolution disapproving of any Imperial policy which is intended to benefit the British colonies to the detriment of the proletariat of the motherland.

London, 29th September.

An Ulster correspondent wrote to Mr. J. Chamberlain stating that he feared that their opposition to the Education Act would deter some people who were convinced of the necessity for tariff reform from supporting such proposals. Mr. Chamberlain replied that the Education Act ought to be given a fair trial. If it was found to produce the evils which its opponents attributed to it, a demand for amendment would deserve favourable consideration.

Sir Charles Dilke explains that when he wrote his work *Greater Britain* he favoured trying to grasp the methods of reasoning of other people, and tried to show the freethinkers of the motherland that protection in Australia rested not so much on the pocket

and interest of the manufacturer as on the unsolicited convictions of the workers. That, Sir Charles Dilke considers, is still the fact in the Commonwealth and we should so modify our method in discussing fiscal questions.

ALLEGED CORRUPTION IN GERMANY.

London, 28th September.

Dr. Bagenz, Secretary to the Public Prosecutor in Berlin, is charged with accepting, and three millionaires bank directors and three leading lawyers and company promoters are charged with offering, heavy bribes to defeat the ends of justice.

A RUNNING RECORD.

London, 28th September.

A. Shrub, of the South London Harriers, who is the holder of the 10-miles running amateur championship, has lowered the British amateur record for 1½ miles by running the distance in 6m 47.3s.

COLONISING THE AMUR.

London, 28th September.

The Government of Russia is settling 100,000 colonists in the Amur territories, and is undertaking great road and irrigation works in the Ussuri region.

MOROCCO.

London, 27th September.

The Paris correspondent of the *London Daily Mail* states that with the acquiescence of Spain and the knowledge of Italy, arrangements have been made between Great Britain and France to establish a French protectorate over Morocco. There is to be a neutral strip along the coast, and Great Britain is to be compensated with territory elsewhere in exchange for agreeing to the arrangement. There are indications, the *Mail's* correspondent adds, that France is ready to intervene to help the Sultan of Morocco against the insurgents.

The Berlin correspondent of the *London Daily Mail* says it has also been arranged that Italy shall receive Tripoli, and that the protectorate of Great Britain over Egypt shall be recognised and strengthened. Germany, the correspondent states, is satisfied with obtaining commercial privileges in Morocco, and with the "open door" being established.

London, 28th September.

The *Times*, of Paris, says that with regard to the repatried division of Northern Africa the pourparlers between the Powers on the state of affairs in Morocco have not yet led to any precise result.

London, 27th September.

The War Office has decided to re-arm the cavalry with a new light straight-thrusting sword.

The gun committee of the War Office has adopted as the field gun a 15-pounder quick-firer. Its effective range with shrapnel is 6500 yards. The gun, which, when tested at Okehampton, was found to have a range of 10,000 yards, is considered to be the best of its kind in Europe.

WEATHER REPORT.

The Hongkong Observatory on the 24th inst. issued the following report:—
At 7.40 a.m. Black Ball hoisted.
At 11.55 a.m. The barometer has fallen slightly over N. China; risen over Japan and S. China. The typhoon in the China Sea is probably approaching S. Hainan.
The high pressure area lies now over the Sea of Japan.
The monsoon is moderating in the Formosa Channel.
End weather over the NW. part of the China Sea.
Forecast:—E. winds, decreasing; fair, squally.

LATEST STEAMER MOVEMENTS.

The P.M. steamer *China*, with mails, &c., left Shanghai for this port on the 23rd inst., at 12 p.m., and is expected here to-day, at daylight.
The Imperial German mail steamer *Roon* left Shanghai, on the 24th inst., at 11 a.m., and may be expected here to-day, p.m.
The Imperial German mail steamer *Hamburg* left Singapore on the 24th inst., at noon, and may be expected here on the 29th inst., at 6 a.m.
The C. & M. steamer *Ami* left Manila on the 24th inst., a.m., and is due here to-day, at 3 p.m.
The silk ex C.P.R. steamer *Empress of Japan*, from Hongkong 23rd ult., arrived in New York on the 22nd inst.



TELEPHONE No. 135.

THE CREAM OF SCOTCH WHISKIES

ARE

"KING EDWARD VII."

VERY OLD LIQUEUR.

At £20.00 PER DOZEN.

"KING EDWARD VII."

SPECIAL.

At £15.00 PER DOZEN.

"OLUB"

OUR STANDARD BLEND

At £13.50 PER DOZEN.

H. PRICE & CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

KODAKS. FILMS. AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

ACHEE & CO., PHOTO GOODS STORE.

TEMPORARY SHOW-ROOMS, 12, QUEEN'S ROAD
(1st Floor, above Messrs. Price & Co.)

Hongkong, 17th September, 1903.

THE LAHMEYER ELECTRICAL CO. LD.

LONDON,

ELECTRIZATIONS ACTIEN GESELLSCHAFT FORM.
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. 3214

ELECTRIC LIGHT

ELECTRIC LAMPS OF ALL KINDS AND AT MODERATE PRICES
ALWAYS IN STOCK.

2933]

EDM. JOHANNSEN,
10, DES VIGUEUX ROAD CENTRAL.

NOTICE TO PASSENGERS.

PENINSULAR AND ORIENTAL
S. N. CO.

PASSAGE TO EUROPE.

INTENDING Passengers are requested to note that from this date Passage Money to and from Europe commencing homewards with the s.s. *Coromandel*, leaving Shanghai on the 12th January next and Hongkong on the 16th January, and onwards by Mail Steamers leaving London on and after the 1st January, 1904, will be charged at the following Rates, payable in local currency at current sight Bank rate of exchange on day of payment:—
To MARSEILLES, 261 First Saloon, and 242 Second Saloon.
To LONDON, 265 First Saloon, and 244 Second Saloon.
Return tickets at a fare and a half of the above rates.

E. A. HEWETT,

Superintendent,
P. & O. S. N. Co. [2930]
Hongkong, 20th October, 1903.

MESSAGERIES MARITIMES.

PASSAGE TO EUROPE.

INTENDING Passengers are requested to note that from this date Passage Money to Europe commencing with the steamers leaving Hongkong on the 12th January, 1904, will be charged at the following Rates, payable in local currency at current sight Bank rate of exchange on day of payment:—
To MARSEILLES, 261 First Saloon, and 242 Second Saloon.
To LONDON, 265 First Saloon, and 244 Second Saloon.
Return tickets at a fare and a half of the above rates.

G. DE CHAMPEAUX,

Agent,
Messageries Maritimes.
Hongkong, 20th October, 1903. [2931]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD.
HAMBURG-AMERIKA LINIE

PASSAGE TO EUROPE.

INTENDING Passengers are requested to note that from this date, commencing with the s.s. "Sebastian" Voyage 281 on the 9th January from Yokohama, leaving Hongkong on the 20th January, Passage money to Europe will be charged at the following Rates, payable in local currency at current sight Bank rate of exchange on day of payment:—
To NAPLES or GENOA 261 First Saloon, 242 Second Saloon.
To ANTWERP, SOUTHAMPTON, BREMEN or HAMBURG 265 First Saloon, 242 Second Saloon, 244 Second Saloon.
Return tickets at a fare and a half of the above rates.

NORDDEUTSCHER LLOYD,
MELBOURNE & CO.,
Agents. [2932]
Hongkong, 20th October, 1903.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.65 m.m.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900.

IKEJIRI COAL.

THE Public are hereby notified that the undersigned are the SOLE AGENTS for the above-mentioned coal in this Colony.
MIDZUSHIMA & CO.
Hongkong, 9th October, 1903. [2927]

VIEWS OF HONGKONG

ILLUSTRATED POST CARDS
Coloured, Write-Away Cards, &c.
For Sale at GRACE & CO.'s Stall at
HONGKONG HOTEL CORRIDOR.

Used and Unused Foreign and Colonial
POSTAGE STAMPS
In Sets, Packets or Single. King Edward VII
Albums, Catalogues, Hinges, &c., &c.
Inspection invited.
Hongkong, 12th June, 1903. [2975]

MUSIC.

RAPID Traction given on the BANJO,
R. MANDOLIN, SPANISH GUITAR,
VIOLIN, &c. Terms moderate.
L. A. DE GRACE,
89, Peel Street, at
Care of Daily Press Office.
Hongkong, 11th August, 1903. [2926]

QUAN WAH & CO.,
GRANITE MONUMENT CONTRACTORS.
Dealers in
MARBLE and GRANITE
MONUMENTS.

No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application.
All descriptions of Granite for Export.
Hongkong, 17th October, 1903. [2949]

THE ROBINSON PIANO COMPANY, LIMITED

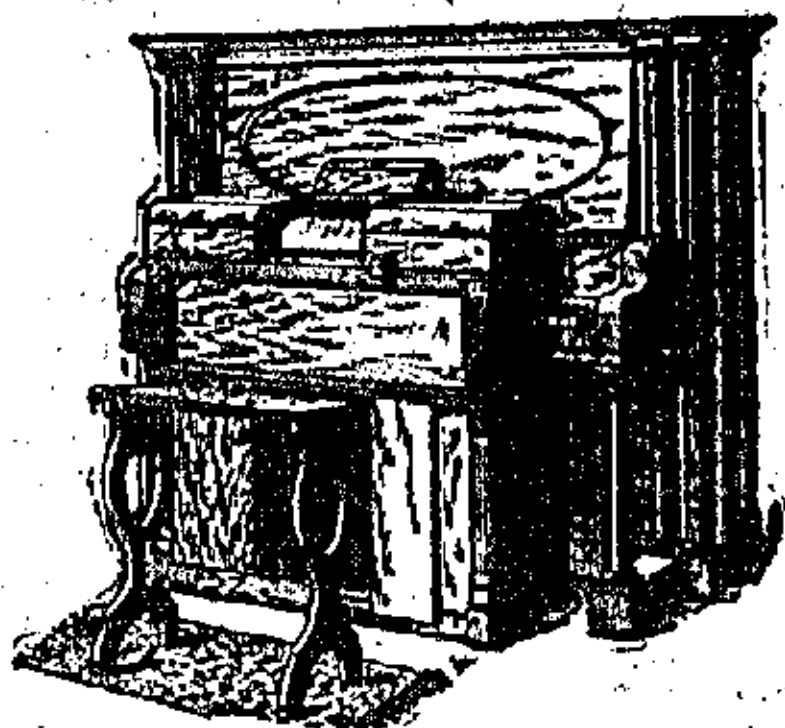
NOTE.

ENTIRELY
NEW STOCK
ARRIVING.

SPECIALY AND MOST CAREFULLY
CHOSEN BY OUR
MR. ROBINSON,
NOW IN EUROPE.
GREAT

REDUCTIONS

in our present stock of Pianos and Musical
Goods.
Our NEW MUSIC STOCK has arrived.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES:
PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adolina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mrs. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."
Hongkong, 15th October, 1903. [2494]

DEUTSCHE WEINGESSELLSCHAFT
DUHR & CO., COELN.

STOCK ON HAND OF
A. H. B. RICHART, a red 4hr Wine at \$18.50
GRAACHER, Moselle, ... at \$16.50
LAUBENHEIMER, Hock, ... at \$15.00
All per Case of 24 Quarts.
Price reductions for large orders.
GROSSMANN & CO.
Hongkong, 16th October, 1903. [2897]

PUBLIC COMPANIES

HUMPHREY'S ESTATE AND FINANCE
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING OF HUMPHREY'S ESTATE
AND FINANCE COMPANY, LIMITED,
will be held at the COMPANY'S OFFICES,
Nos. 38 and 40, Queen's Road Central, Victoria,
Hongkong, on SATURDAY, the 31st day of
OCTOBER, 1903, at Noon, when the
Subjoined Resolutions will be proposed, viz.:-

1. "That the Capital of the Company be
increased from \$1,000,000 (divided into
100,000 shares of \$10 each) to \$1,500,000
(divided into 150,000 shares of \$10
each) by the creation of 50,000 new
shares of \$10 each to be offered and if
accepted to be allotted to the present
shareholders of the Company at par in the
ratio and proportion of one new
share for every two old shares in the
Company held by the respective
shareholders thereof, the amount
payable on each of such new shares
respectively to be paid at such time or
times and in such manner as the
Company, by its General Managers
may hereafter determine."

2. "That Article No. 82 of the Articles of
Association of the Company be
cancelled and the following Article
substituted therefor:-

"The remuneration of the General
Managers shall be \$4,000 per annum
(which shall cover office rent but not
salaries of Secretary and other
employees) and a commission of 5
per cent. of the net profits of the
Company for each year that such
profits amount to 7 per cent. of the
Capital of the Company."

Should the above Resolutions be duly passed
they will be submitted for confirmation as
Special Resolutions to a Second Extraordinary
General Meeting which will be subsequently
convened.

Dated this 24th day of July, 1903.
JOHN D. HUMPHREY & SON,
General Managers. [2205]

HUMPHREY'S ESTATE AND FINANCE
COMPANY LIMITED.

THE SHARE CERTIFICATE No. 4, 833
for Fifty shares, numbered 61,831-61,900
inclusive, standing in the name of
Capt. DONALD FINNES TULLOCH, B.A., of
Hongkong, having been lost, NOTICE IS
HEREBY GIVEN, that unless the said
Certificate be produced at the offices of the
Company, 38 and 40, Queen's Road Central,
Victoria, Hongkong, before 25th November,
1903, a new certificate for the said shares will be
issued and the old certificate will thereafter be
held by the Company as null and void.

JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 23rd October, 1903. [2261]

INSURANCES

THE STATE FIRE INSURANCE
COMPANY, LIMITED, OF
LIVERPOOL.

THE Underigned AGENTS of the above
Company are prepared to ACCEPT
RISKS against FIRE at Current Rates.
W. G. HUMPHREY & CO.
Hongkong, 3rd August, 1903. [2136]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED, 1836.

THE Underigned are prepared to accept
First Class Foreign and Chinese RISKS
against FIRE at Current Rates.
Also to accept proposals for LIFE ASSUR-
ANCE. Prospectuses on application.
TURNER & CO.,
Agents.
Hongkong, 23rd September, 1903. [2073]

NORTH BRITISH AND MERCHANT
MARINE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902.
£16,378,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 887,000 0 0
II. FUND... 2,867,315 11 1

The Underigned AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 19th June, 1903. [1888]

SALAMANDER FIRE INSURANCE
COMPANY.

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
HOTZ, S. JACOB & CO.,
Hongkong, 2nd April, 1900. [1]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.

OF AIX-LE-CHAPPEL.

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [1118]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.

INCORPORATED 1851.
Cash Security ... £225,719
Total Losses Paid ... £2,769,240

THE Underigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
WM. MEYERINK & CO.,
Hongkong, 13th May, 1903. [1449]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

THE Underigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 18th May, 1892. [31]

PHENIX FIRE OFFICE.

THE Underigned are now prepared to
GRANT POLICIES OF INSURANCE
against FIRE at Current Rates.
DOUGLAS LARRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [38]

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Underigned AGENTS of the above
Company are PREPARED TO ACCEPT
First Class Foreign and Chinese Risks at Current
Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 29th May 1895. [72]

THE BOMBAY FIRE AND MARINE
INSURANCE COMPANY, LIMITED.

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to accept RISKS at Current Rates.
HOTZ, S. JACOB & CO.,
Hongkong, 30th July, 1903. [2160]

KOWLOON ROTISSERIE.

No. 31, ELGIN ROAD, Kowloon (Two
doors next to Kowloon Hotel).
Meals à la Carte, Steaks, Chops, &c., &c., at
any time between 7 a.m. and 10.30 p.m. Monthly
terms on application.
Hongkong, 6th October, 1903. [2758]

MADAME ELINT & CO.

LA MODE DE PARIS.
MILLINERY and DRESSMAKING.
CONNAUGHT HOTEL, Rooms 4 and 5. [2545]

A. LING & CO.,
FURNITURE STORE.

PLATED, GLASS AND CROCKERY
WARE, &c., &c., and FINE
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [26]

SCIENTIFIC.

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903. [2636]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Waterproof.
The Best Nitro-Powder in the World.
Price of 12-BORE CARTRIDGES:-
Loaded with ... With Powder ...
Primrose Cases ... £3.00
Pegamont Cases ... 6.50
Ejector Brass Cases ... 7.50
Apply to:- WM. SCHMIDT & CO.
Gunmakers, Hongkong. [191]

When Your Joints
Are Stiff

and muscles sore from cold or
rheumatism, when you slip and
sprain a joint, strain your side or
bruise yourself, Perry Davis'
Painkiller will take out the
soreness and fix you right in a
jiffy. Always have it with you,
and use it freely. USE

Painkiller

and use it freely. USE

Painkiller

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Painkiller

GOLF FOR EVERYBODY.

VIII.

THE IMPORTANCE OF PUTTING
OR "HALF THE BATTLE."

ALFRED TENNYSON.

Since it first crossed the Tweed some twenty
years ago the Royal and Ancient game has seen
many changes. First of all, of course, the
number of players has increased beyond all cal-
culation: not only in the United Kingdom,
the golfing pilgrim could make a trip round
the world and play a game at almost every
port. Golf clubs have sprung up on every
stretch of land suitable for the purpose, and
sometimes, it must be confessed, in places not
suitable at all. This widespread enthusiasm
has had a tremendous influence on the game,
and indeed it could hardly have been otherwise.
A St. Andrews golfer was telling me the other
day some reminiscences of old times. He re-
membered quite well as a boy visiting Allan
Robertson. The champion was sitting in his
parlour, his black cat Tibbie on his knee, watch-
ing a saucer of milk on the hob. When the
golfer entered, then newly introduced to the
game, was duly liquefied, old Allan
carefully moulded by hand the only balls then
obtainable in the shape of the golfing world.
Compare for an instant then and now, the
champion bolting gutta-percha in the same
saucer which probably served to cook his
dinner, and the innumerable varieties of golf
balls now sold in the market, each with their
own adherents.

Then again there has been an enormous
improvement in club-making. Give old Hugh
Philip his due, for he did undoubtedly discover
the wooden club, but the veriest duffer of
to-day would look somewhat askance at one of
those delicate graceful clubs, with the wist-
like curve of the neck, which helped the golfing
Paladins of old to make and break their re-
cords. I do not think that even the wildest
laudator temporis acti would deny that the
driving of our finest modern players quite over-
shadows that of their ancient rivals. It is not
only longer but surer. To be in the first flight
to-day a man must drive. Driving has, I re-
peat, improved enormously, but what about
putting? It is little less than disheartening to
see with what regularity the professional
players fail to negotiate the simplest of putts.
Half-a-dozen missed ones in a record score is
no uncommon occurrence. In the Amateur
Championship which has just been played, Mr.
Robert Maxwell, perhaps the most redoubtable
of all the Scottish amateurs, though playing
a magnificent game off the tee and through the
green, lost his match with Mr. Fry merely
because on one or two occasions he failed to
get down from a foot or two; what is the
reason, one may well ask, of this paralysis
on the green? In the Homeric contests
between Tommy Morris and Davis Stick, the
two finest players of their day, thirty holes
would often be played without a single missed
putt on either side. On the classic links where
the "championships" take place one cannot at-
tribute to any irregularity in the greens. Is
putting, like the cunning of the Egyptians, a
lost art? Among famous amateurs there are
still one or two remarkably fine putters and
perhaps one or two among professionals. Mr.
Horace Hutchinson would not impress the
ordinary observer with any idea of his extra-
ordinary skill; it is only when one plays with
him that one is astonished at the ease with
which he holds the longest of putts, and not
infrequently the trickiest of iron shots. It is
certain that were his health as good as formerly
he would repeat his triumphs of the years 1899
and 1897. Another splendid putter, on whom
the mantle of the ancient prophets may be said
to have fallen, is Mr. John L. Low. He drives
a short ball, compared with the tremendous
hitting one sees nowadays, but, when he is
in his best form, he may reckon not only to
recover on the green all the ground he has lost
on the way to the hole, but to secure the ad-
vantage over his adversary. Once within a
reasonable distance of the hole he never misses,
and his putting is done with an absolute per-
fection of style. Mr. Low, as everybody knows,
putts only with a wooden putter. This deadly
weapon, of a pattern now almost extinct, is as
well known on northern greens as its genial
owner. It would be worth the while of any
keen player to watch carefully Mr. Low's
method on the putting-green. He studies the
hole with most deliberation from both sides of
the hole, but his mind once made up, he wastes
no unnecessary time in addressing the ball.
Before his eye has had time to weary, the
stroke is made. The ball is struck entirely from
the wrists, and one notices that at the top of
the swing (even though the distance to be tra-
versed is short) the club is lifted extraordinarily
high, and taken back extraordinarily straight,
while the follow through is equally long and
flushed in the direction of the hole. Another
fine putter of the younger school is Mr. J. A. T.
Branton, who, like Mr. Low, is of course, con-
tinued for his skill in this department of the
game. Among professionals I can only call to
mind one remarkably fine putter, Kinell, who,
though of small stature, contrives to hold his
own with even the famous triumvirate; his
style is peculiar, for he stands facing the hole
and grasps the putter very low down. Willie
Park had the reputation of great skill on the
green, but he seldom appears before the public
anymore. These players are all very fine put-
ters, but as a rule putting is the weakest de-
partment in a strong player's game. There are a
good many reasons for this, though to the un-
initiated driving seems a far more difficult ac-
complishment than putting. The latter is in
reality the more delicate operation. A person
who does not know much about the game is as-
tonished by a long drive, but rests comparatively
unmoved before an eighteenth-yard putt. I heard
an amusing instance of this the other day. A
keen golfer, after marrying a charming girl, was

wicked enough to spend the honeymoon at a
northern golf links. His wife meekly put up
with her lord's daily absence for a considerable
time, but at last she could stand it no longer,
and sallied forth one afternoon to the course.
She arrived in time to see her husband defeated
on the last green, owing to his adversary, a
mediocre player, holding out from the rough at
the edge: now tribulation has fallen upon that
misguided golfer; whenever he goes home (and
he has had a vein of ill luck lately) complaining
of his inability to hole the short ones, and crav-
ing for sympathy, his wife replies, without a
vestige of compassion in her voice: "But why,
my dear, don't you putt like Mr. —, he can
get in from the edge of the green."

The reason why good driving is easier than
good putting is that it is purely mechanical.
"Anybody can drive," said Andrew Kirkaldy.
Perhaps this is putting it a little too strongly,
but at any rate, we can say, without differing
too widely from the celebrated professional, that
"anybody ought to be able to drive." Putting,
on the other hand—that is to say, laying the ball
on a plain holding distance from a considerable dis-
tance—requires a combination of qualities, pre-
cision of eye, delicacy of touch, nerve, and an
indefinite quantity of cunning in judging the
fall of the ground, the strength of the wind,
&c., &c. Anything such as a touch of liver or a
suspicion of nervousness may spoil your chance
of holding out next time. Then who shall blame
the man whose ball once or twice in a round
runs away a bit too gay or spoils a three-hole
by pulling up in that maddening way that golf
balls have, five or six yards from the lip? There
is another reason, it seems to me, why fine
players miss a large proportion of putts, but
here we are treading on more delicate ground.
In old days, the days of Allan Robertson, young
Tommy, the Dummies and the Parks, everybody
putted with a wooden putter. When England
took up the game, and made courses in the most
unlikely, as well as the most likely places, gol-
fers began to find that it was difficult to con-
trol the ball with a wooden putter when putting
on small or rough greens, and indeed on even
the very best English greens, for they do not
seem to have the same texture as the turf on the
classic courses of Scotland. Then somebody
invented the putting clock and putting iron.
No doubt they are excellent weapons when used
in first-rate hands, but they admit of a much
more slipshod method of putting than does the
wooden putter. There is only one way of
playing with the latter: with the former every-
body seems to play different. It seems to me
that if the fashion changed again, and the wooden
putter (whose fame has suffered a temporary
eclipse) were to regain its ancient popularity,
we might have less about bad putting.

There is a distant known to everyone who has
ever played golf, that a man who can putt can
play anybody. Like most sayings it is partially
true, but one must not interpret it too liter-
ally. No one can hope to win matches by put-
ting alone, but also no one can hope to win
matches unless he can putt fairly well. Of
course it does not follow that everyone can be-
come a very fine putter. As with every other
stroke in the game of golf, certain definite rules
must be followed: neglect of these is sure,
 sooner or later, to be followed by mishap. Ap-
proach putting is an inspiration born of the
moment and the hour, holding out, except on oc-
casions, a purely mechanical art.

First of all, in holding out a putt, no matter
how short, it is absolutely essential to keep one's
eye on the ball. Remember only that the hole
lies straight in front of you, and never look up
till the ball has already travelled some distance
from the club. It is not necessary to worry
about the strength with the shorter putts, as
when you are attempting to lay the ball dead
from a considerable distance, and so the difficulty
becomes mainly one of direction.

In order to putt straight you must be just as
careful about taking the club back, and bringing
it well through, as you are off the tee. In this
respect the ordinary professional player is the
greatest sinner: he seems almost unable to cul-
tivate that pendulum stroke with the wrists which
is, in my opinion, the only sound method of
putting.

In these two simple rules lies the whole secret
of putting. How easy it sounds, and how dif-
ficult it is to follow them implicitly! There
seems to be an almost irresistible temptation to
glance up at the hole when negotiating a short
putt. As to stance it is almost impossible to
lay down any rules. The most comfortable po-
sition is generally the best. There is a sort of
notion shared by a large number of golfers, that
it is useless to practice putting. They imagine
that at the critical moment a divine inspira-
tion will descend upon them. I beg to differ
from these gentlemen entirely. I think that
everyone should practice with their putters just
as much as with their drivers and their irons.

The man who wishes to putt well should never
lose an opportunity of practising putting out
with a decent ball or set, not carelessly and at
haphazard, but just as deliberately and methodi-
cally as if he were playing a match.

[THE END.]

FOR SALE.

THE NEW "SUN" No. 2
ANTI-RIBBON VISIBLE
TYPEWRITER.

It is a type-leveller Machine, has Anti-Ribbon
Inking Mechanism which costs one-tenth
the cost of a ribbon, has universal keyboard of
27 keys, and writes altogether 81 characters.
It takes in paper 8½ inches and writes a line of
7½ inches. It measures 8½ by 12 by 11 inches
and weighs 13 pounds unpacked.
Beautiful work approaching Print, which is
impossible with a Ribbon.
A small consignment of above Machines
having just arrived, are offered for Sale at
\$135 net.
Easy term of small monthly payments on
hire system accepted, on orders only,
from scholars and other approved applicants wishing
to acquire a machine for learning preparatory
to a clerkship or otherwise.
Circular and Particulars to be had on ap-
plication.

THE CENTRAL PRINTING OFFICE,
No. 2 Coronation Terrace,
(Below CAINE ROAD at the head of
ARDREAN STREET).
Sole Agents for Hongkong & China.
Hongkong, 22nd October, 1903. [2852]

TYPEWRITER WANTED.

WANTED to hire TYPEWRITER for
a month.
Apply to—
"TYPEIST,"
Care of Daily Press Office.
Hongkong, 24th October, 1903. [2855]

FOR SALE.

"LEIGH TOR," THE PEAK

This is an opportunity which very seldom
offers of buying a really first-class Peak
property.
For particulars, apply to—
LEIGH & ORANGE,
6, Des Voeux Road.
Hongkong, 6th October, 1903. [2798]

GENTLEMEN'S BOOTS.

OUR STOCK OF HIGH-GRADE

BOOTS AND SHOES

IS NOW ABSOLUTELY REPLETE.

WE HOLD 30 DIFFERENT SHAPES AND STYLES.

STOCKED IN SIZES AND ½ SIZES.

THE BEST IS ALWAYS THE CHEAPEST.

WM. POWELL, L.D.,

GENTLEMEN'S DEPARTMENT,

28, QUEEN'S ROAD.

TURKISH

TROPHIES

CIGARETTES

MADE FROM THE CHOICEST TURKISH TOBACCO, ARE THE BEST. ASK

YOUR DEALER FOR THIS BRAND.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE

PLASTING GELATINE AND GELIGNITE,

DEFONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAIWAI.

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JAPAN



COALS.

mitsui BUSSAN KAISHA

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HEAD OFFICE:—1, SUKUBA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, 'Gien-tsin, Nowohwang, Port Arthur, Seoul, Chomulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchinotsu, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways, Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujitokawa, Mameda, Mannoura, Onoura, Otsuji,
Sasahara, Teshikuro, Yoshinotani, Yoshio, Yunkibara, and other Coals.
N. INUZUKA, Manager, Hongkong.

THEODORO VAFIADIS & CO

MANUFACTURERS OF HIGH-CLASS

FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace.

PURVEYOR TO THE BRITISH FIELD FORCE

CANTERNS IN SOUTH AFRICA.

BRANCHES:

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CAICUTTA, 4, DALHOUSIE SQUARE.

RANGOON, 72, MERCHANT STREET.

LONDON, 119, BASINGHALL ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—

MESSRS. KRUSE & CO., HONGKONG.

[64]

SHIPPING.

ARRIVALS.
Oct. 23. DE HANS J. KRAEL, Norwegian str., 611. Larsen, Manila 17th October, Ballast.—EAST ASIATIC TRADING CO.
Oct. 24. HAIMUN, British str., 635. S. Gibson, Tamsui 20th October, General.—DOUGLAS LARSEN & CO.
Oct. 24. EMPHRE, British str., 4,495. P. T. Helms, Sydney and Manila 21st October, General.—CHIEF, LIVINGSTON & CO.
Oct. 24. ANSA, Norwegian str., 773. O. Olson, Quimhon 19th October, Salt.—MELCHERS & CO.
Oct. 24. CHINGWU, British str., 2,517. G. W. Parkinson, San Francisco and Moji 20th October, General.—CHINA COMMERCIAL S. S. CO.
Oct. 24. HAILAN, French str., 377. Andersen, Hoikow 21st Oct., General.—A. E. MARTY.
Oct. 25. HAILONG, British str., 783. J. W. Evans, Swatow 24th October, General.—DOUGLAS LARSEN & CO.
Oct. 25. KAYONG, British str., 1,924. G. H. Pennefather, Manila 22nd Oct., Hemp.—BUTTERFIELD & SWIRE.
Oct. 25. KINSHU MARU, Japanese str., 2,389. T. L. Harrison, Yokohama 15th October, Coal and General.—NIPPON YUSEN KAISHA.
Oct. 25. M. STRUYE, German str., 966. P. Brandt, Moji 19th Oct., Coal.—SIEMSEN & CO.
Oct. 25. PROSPER, Norwegian str., 789. J. Christensen, Manila 22nd Oct., Ballast.—SANDER, WIELE & CO.
Oct. 25. TELEMACUS, British str., 1,340. J. Williamson, Saigon 18th Oct., Rice, Meal and General.—CHINESE.
Oct. 25. WAKAMATSU MARU, Jap. str., 2,774. Sakamoto, Moji 20th October, Coal.—H. U. JEFFRIES.
Oct. 25. WOODUNG, British str., 1,169. M. Downson, Shanghai and Swatow 20th Oct., General.—BUTTERFIELD & SWIRE.

CLEARANCES

At the Harbour Master's Office.
24th October.
Nanchang, British str., for Tientsin.
Shantung, German str., for Swatow.

DEPARTURES

24th October.
COROMANDEL, British str., for Europe.
FRANZ FERDINAND, Austrian str., for Trieste.
ERIBURU, German str., for Calcutta.
KOUSCHANG, German str., for Bangkok.
HONGKONG, French str., for Haiphong.
KONG BENO, German str., for Pakhoi.
KWANGTAI, Chinese str., for Shanghai.
ROBERTA MARU, Japanese str., for Manila.
SUNGKANG, British str., for Manila.
ZAFIRO, British str., for Manila.
25th October.
HAKOAN MARU, Japanese str., for Kobe.
INDRANI, British str., for Shanghai.
NANCHANG, British str., for Tientsin.
SHANTUNG, German str., for Swatow.

VESSELS IN DOCK

24th October.
ABERDEEN DOCKS.—U.S.S. Don Juan de Austria.
KOWLOON DOCK.—Pembrokehire, Hercules, Littleham, U.S.A.T. Seward, U.S.A.T. Wright, Torlac, Hongkong Maru, Thales, Chansang, Stanley, Dr. H. J. Kater.
COSMOPOLITAN L. K.—Tsinan, Indravelli, Teuer.

SHIPPING REPORTS.

The French steamer *Hailan*, from Hoikow 21st Oct., had strong N.E. wind with very heavy sea.
The British steamer *Chingwo*, from San Francisco and Moji 20th Oct., had strong N.E. winds in Channel with fine weather.
The British steamer *Kufong*, from Manila 22nd Oct., experienced light variable winds and confused sea to position 10° 41' N. 116° 19' E.; thence strong monsoon rain rough sea.
The British steamer *Haitung*, from Swatow 24th Oct., had fresh easterly breeze and moderate sea to Breaker Point; from thence to port light breeze and fine, clear weather throughout. Ships in Swatow—*Tatlee* and *Saingan*.
The British steamer *Telamachus*, from Saigon 18th Oct., had light variable winds and fine, clear weather to Cape Padaran; thence to Paraos moderate to fresh northerly winds and sea, cloudy weather; from Paraos to lat. 21° N. long. 113° E. encountered very hard gale, high mountainous seas with wind from N.W. to E.; thence to Cap Rock moderate wind and sea; with very hard easterly squalls of wind and rain; thence to arrival light wind and fine.
The British steamer *Empire*, from Sydney via ports 30th Sept., had moderate N.E. winds and fine to Cooktown. From Cooktown to Port Darwin fresh S.E. and moderate E. winds and fine. From Port Darwin to Manila calm and light variable winds, fine weather and showery. From Manila to port S.W. gale with high N.W. swell until lat. 18° N. was reached, thence till arrival strong N.E. gale with high mountainous seas.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"
Captain Baker, will be despatched as above, TO-MORROW, the 27th inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 20th October, 1903. [2936]

FOR MANILA

"TEUCER,"
Captain P. R. Silverlock, will be despatched for the above port on or about TUESDAY, the 27th inst.
Good Accommodation for Cabin Passengers at reduced rates.
For Freight and Passage, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 21st October, 1903. [2938]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL
WITH LIBERTY TO CALL AT PHILIPPINE PORTS.

PROPOSED SAILINGS FROM HONGKONG, 1903.
"KURDISTAN" ... 20th Oct.
"RICHMOND CASTLE" ... 10th Nov.
"BOON" ... 14th Nov.
"ORO" ... 1st Dec.
"LOWTHER CASTLE" ... 19th Dec.
"SIKH" ... 22nd Dec.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 17th October, 1903. [1125]

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship
"SUEVIA,"
Captain Borch, will be despatched for the above ports on FRIDAY, the 30th inst., at Noon.
For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 21st October, 1903. [2942]

FOR CHERMULPO, DALNY AND PORT ARTHUR.

THE Steamship
"PRONTO,"
Captain Grandt, will be despatched for the above ports on SUNDAY, the 1st November, at DAYLIGHT.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 21st October, 1903. [2947]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTES FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd November, 1903,
at 1 P.M., the Company's Steamship
"YARRA," Captain Seller, with Mail,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES via Ports of Call,
WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on Monday, the 2nd November. Specie and
Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.
For further particulars, apply at the Company's
Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd October, 1903. [2]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中
FOR MOJI, KOBE, YOKOHAMA,
MANZANILLO, MEXICO, AND
SAN FRANCISCO.

THE Steamship

"CHINGWU,"
Captain Parkinson, will be despatched for the
above ports on WEDNESDAY, the 4th
November, at Noon.

For Freight, apply at Company's Offices,
No. 20, Des Vaux Road.
J. S. VAN BUREN,
Superintendent.

Hongkong, 10th October, 1903. [2943]

STEAMSHIP SERVICE TO NEW YORK

VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"SENECA,"
Captain C. R. Beynon, will be despatched on or
about THURSDAY, the 5th November.
For Freight and further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.

Hongkong, 14th October, 1903. [2982]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamship

"EMPIRE,"
Captain P. T. Helms, will be despatched for the
above ports on WEDNESDAY, the 18th
November, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric Light.

A stewardess and a duly qualified surgeon
are carried.

N.B.—To assure the additional comfort of
passengers, the Steamers of the Company have
electric fans fitted in waterrooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 22nd October, 1903. [2954]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week
days, at 7.30 A.M.; on Excursion
Sundays, at 8.30 A.M.; from Macao week days
at about 2 P.M. and Sundays about 7.30 P.M.

Fares—(week days) 1st Class (including cabin
and servants) \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class
Single Ticket \$2. Return Ticket \$3. Return
Ticket including Tiffin and Dinner either on
board or at Macao Hotel \$5. On Sundays \$5
extra will be charged for each Cabin which has
accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip Every
Sunday, and takes only 3 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong, 9th September, 1903. [2112]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for
Canton at 8 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1
each.

Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 123, Cross Street Road Central.
Hongkong, 30th June, 1903. [1751]

JAVA-CHINA-JAPAN LINE.

HEAD AGENT—R. BISSCHOP, 3, DUNDRELL ST., Hongkong.
REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA PORTS (via MACASSAR)	November 9	SHANGHAI, KOBE & YOKOHAMA	November 12
TJIMAHU	Do.	December 2	Do.	December 5
TJIPANAS.	KOBE AND YOKOHAMA	November 17	SINGAPORE, JAVA PORTS & MACASSAR	November 21

The Steamers are all fitted throughout with Electric Light and have superior accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

HOTZ, S'JACOB & CO.

Telephone No. 201.

Hongkong, 19th October, 1903. [2713]

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

STEAMERS	LEAVING
TAMSUI VIA SWATOW AND AMOY	"DAIJIN MARU" THURSDAY, 29th October.
TAMSUI VIA SWATOW AND AMOY	"DAIGI MARU" WEDNESDAY, 4th November.
ANPING VIA SWATOW AND AMOY	"MAIDZURU MARU" WEDNESDAY, 28th October.
FOOCHOW VIA SWATOW AND AMOY	"K. AKASHI" WEDNESDAY, 29th October.
	"ANPING MARU" WEDNESDAY, 29th October.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.

Hongkong, 24th October, 1903. T. ARIMA, Manager [15]

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.

BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SHAWMUT	9,606	W. M. Smith	Saturday, November 14th
OLYMPIA	2,837	A. Dixon	Wednesday, November 25th
TACOMA	2,812	M. Bailey	Tuesday, December 15th
VICTORIA	3,502	J. Trudgill	Saturday, December 19th
TREMONT	9,606	T. W. Garlick	Thursday, December 24th
LYRA	4,417	G. V. Williams	Thursday, January 21st

* Have no second class accommodation. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT ... 9,606 tons. T. W. Garlick ... About 28th November.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 19th October, 1903. [17]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon, midships. Electric Light. Perfect
Cuisine. Surgeon carried. All the most up-to-date arrangements for
comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila direct	Sat., 31st Oct., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct	Sat., 7th Nov., 10 A.M.
PERLA	1980	J. McGinty		

For Freight, or Passage apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 23rd October, 1903. [17]

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"BOHILLA MARU"	E. P. Bishop	3869	Saturday, 31st October, at 10 A.M.
"ROSETTA MARU"	N. Tate	3876	Thursday, 5th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 26th October, 1903. [478]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHU MARU	BOMBAY, SINGAPORE and COLOMBO	THURSDAY, 29th Oct., at 4 P.M.
BOMBAY MARU	KOBE AND YOKOHAMA	FRIDAY, 30th Oct., at Noon.
T. Mura	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 31st Oct., at DAYLIGHT.
WAKASA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Nov., at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Apply to— T. S. TAKAYANAGI, Acting Manager.

[9]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA.

AND THE UNITED STATES.

CALLING AT SHANGHAI, MANZANILLO, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S.	THROUGH	WEDNESDAY	4th Nov. 1903
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 18th Nov.	
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 16th Dec.	
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 18th Jan. 1904	
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 27th Jan.	
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 10th Feb.	
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 24th Feb.	
R.M.S. "TABTAR"	4,425 Tons	WEDNESDAY, 9th Mar.	
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 30th Mar.	
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 20th April	
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 27th April	
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 11th May	

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TABTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. B. BROWN, General Agent, Padder Street.

[6]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OANFA"	On 31st October.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th November.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTZE"	On 12th December.

FOR	STEAMERS	TO SAIL
MARSHILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.
LONDON and ANTWERP	"TANTALUS"	On 10th November.
MARSHILLES and LIVERPOOL	"NINGHOW"	On 15th November.
LONDON and ANTWERP	"POLYPHEMUS"	On 24th November.
MARSHILLES, LONDON and ANTWERP	"HYSON"	On 28th December.
LIVERPOOL	"ACHILLES"	On 15th December.
MARSHILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.
MARSHILLES, LONDON and ANTWERP	"DARDANUS"	On 5th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 2nd November.
	"PELEUS"	On 30th November.

For Freight, apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 24th October, 1903. [10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
WEI-HAI-WEI, CHEFOO & TIENTSIN	"NANCHANG"	On 26th October.
CEBU and ILOILO	"HUPEH"	On 26th October.
CHEFOO and NEWCHANG	"PAKHUI"	On 26th October.
MANILA	"TAIYUAN"	On 26th October.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIKINS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A daily qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports, Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 26th October, 1903. [11]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAVA	About 30th October	Freight and Passage.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	FORMOSA	About 31st October	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent.
Hongkong, 24th October, 1903. [1]

PORTLAND & ASIATIC STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA PORTLAND, OREGON OF JAPAN, MOJI, KOBE and YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAPURA"	4,399	A. E. Hollingsworth	November 14, 1903
"INDRASAMHA"	5,197	W. E. Craven	December 14, 1903

Through Bills of lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.
Hongkong, 16th September, 1903. [14]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

"HERMISTON," Captain W. T. Bain,

will be despatched on or about WEDNESDAY, the 18th NOVEMBER.

For Freight, &c., apply to

SHEWAN, TOMES & CO., General Agents.
Hongkong, 22nd October, 1903. [2053]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.
General Agents for China and Japan.
Hongkong, 4th August, 1897.

CHINA NAVIGATION CO. LIMITED.

HONGKONG-MANILA.
REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT, FIRST CLASS ACCOMMODATION, UNRIVALLED TABLE, DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 4th July, 1903. [1364]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the COMPANY will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Yachts during their stay in Hongkong Harbour:

BRILLIANT, British 4-m. bark, Geo. Cordishaw.

Standard Oil Co.

HELENA WYMAN, Amr. barque, D. A. Vanhoen.

NOANOK, American ship, J. A. Amberg.

Arnhold, Karberg & Co.

Rose, British barque, Port-Sinclair & Co.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PRIMA"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 19th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 26th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered at the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 19th October, 1903. [10-12]

"INDRA" LINE OF STEAMERS.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANT"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 27th inst., at NOON, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before NOON, To-day, the 21st inst.

JARDINE, MATHESON & CO., Agents.
Hongkong, 21st October, 1903. [2048]

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. Medoc and Sidon, from Havre ex s.s. Sidon, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-day, the 20th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 27th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 27th inst., or they will not be recognised.

All damaged packages will be examined on Tuesday, the 27th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
Hongkong, 20th October, 1903. [12]

OCEAN STEAMSHIP COMPANY, LIMITED,

AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"POLYPHEMUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 19th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 26th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 19th October, 1903. [10-12]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, &c., ex s.s. Australia.

From Persian Gulf, ex P. & S. N. Co.'s steamers.

B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. To-day, the 22nd inst.

Goods not cleared by the 2nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 22nd October, 1903. [1]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"

FROM TACOMA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.
Hongkong, 21st October, 1903. [7]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SEGOVIA"

Captain Fark, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-day, the 19th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th October, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.
Hongkong, 19th October, 1903. [2028]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I.P. A.B.C. Scott's and Engineering Code Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 264 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUKE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. 1677

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

LEADS IN OUTPUT AND QUALITY IN THE WORLD.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, and uniformly sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.
Hongkong, 25th July, 1903. [211]

ROYAL AERATED WATERS MANUFACTORY.

If you want a drink of health, If 'tis true that health is wealth, If you'd take your proper place, If for health you'd join the race, Always with a smiling face, Where you can get good drink I guess, Pure water we always use, Essences many from which to choose, Our list of drinks will you amuse Apply to

F. P. DANENBERG, Manager.
Factory & Office: West Point; Telephone 367.
Depot: Ice House Street; Telephone 374.

Novel Specialities. Best in the Far East. Refreshing and invigorating drinks of the season. Just Produced, Long-Life, Non-Intoxicating and Excellent Beverages.

Hir-Oes, Winter Stout, Strawberryade, Jubilee-Champagne, Orange Champagne, Hop Ale.

DAVID CORSAIR & SON

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TABLAULING

ARNHOLD, KARBERG & CO., Sole Agents.

KOWLOON EXTENSION.

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